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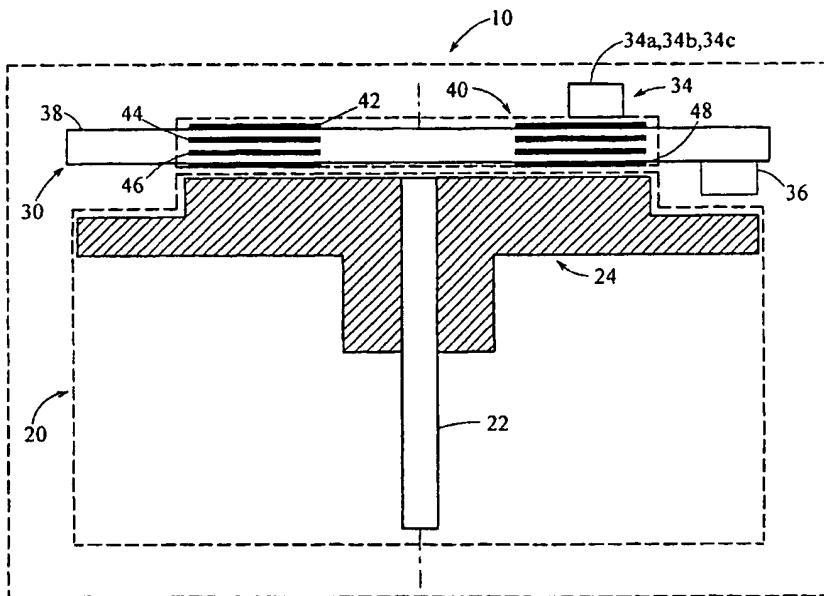
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(54) Title: TACHOMETER APPARATUS AND METHOD FOR MOTOR VELOCITY MEASUREMENT



(57) Abstract: A method and apparatus for determining the velocity of a rotating device is described herein. The apparatus includes sets of sense magnets affixed to a rotating shaft of a rotating device and a circuit assembly. The circuit assembly includes a circuit interconnection having sense coils and sensors affixed thereto. The circuit assembly is adapted to place components thereon in close proximity to the sets of sense magnets on the rotating part.

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TACHOMETER APPARATUS AND METHOD FOR MOTOR VELOCITY MEASUREMENT

CROSS REFERENCE TO RELATED APPLICATIONS

This application claims the benefit of U.S. Provisional Application 60/154,279 filed September 16, 1999, which is incorporated herein by reference.

TECHNICAL FIELD

The invention relates to a tachometer apparatus and methodology for determining the velocity of a motor as applied to a vehicle steering system.

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BACKGROUND OF THE INVENTION

Speed sensors, or detectors of various types are well known in the art. In recent years the application of speed detection to motor control functions has stimulated demands on the sophistication of those sensors. Rotational speed sensors 10 are commonly configured in the same manner as an electric machine, for example, a coil is placed in proximity to rotating magnets whereby the magnetic field induces a voltage on the passing coil in accordance with Faraday's Law. The rotating permanent magnets induce a voltage on the coil and ultimately a voltage whose frequency and magnitude are proportional to the rotational speed of the passing magnets.

15 Many of the tachometers that are currently available in the art exhibit a trade off between capabilities and cost. Those with sufficient resolution and accuracy are often very expensive and perhaps cost prohibitive for mass production applications. Those that are inexpensive enough to be considered for such applications are

commonly inaccurate or provide insufficient resolution or bandwidth for the application.

Thus, there is a need, in the art for a low cost robust tachometer that provides sufficient accuracy and resolution for motor control applications and yet is 5 inexpensive enough to be cost effective in mass production.

SUMMARY OF THE INVENTION

The above-identified drawbacks of the prior art are alleviated by the method described in the invention.

A method and apparatus for determining the velocity of a rotating device 10 is described herein. The apparatus includes sets of sense magnets affixed to a rotating shaft of a rotating device and a circuit assembly, which interact to form an air core electric machine. The circuit assembly includes a circuit interconnection having sense coils and sensors affixed thereto. The circuit assembly is adapted to place components thereon in close proximity to the sets of sense magnets on the rotating part.

15 A controller is coupled to the circuit assembly, where the controller is adapted to execute an adaptive algorithm that determines the velocity of the rotating device. The algorithm is a method of combining a derived velocity with a measured velocity from the tachometer. The algorithm includes a plurality of functions including: generating a position signal related to the rotational position of the shaft; 20 determining a derived velocity from the position signal and then filtering it to eliminate noise; generating two or more measured tachometer velocity signals; generating a compensated velocity in response to said two measured tachometer velocity signals; and blending the compensated velocity with derived velocity to generate a blended velocity output.

BRIEF DESCRIPTION OF THE DRAWINGS

25 Referring now to the drawings wherein like elements are numbered alike in the several FIGURES:

FIGURE 1 depicts the cross-section of the fixed and rotating parts of a tachometer;

FIGURE 2 depicts the sense magnet end-view illustrating the low and 30 high-resolution poles;

FIGURE 3 depicts a partial view of a tachometer coil arrangement in the circuit interconnection;

FIGURE 4 depict the expected output waveform from the low-resolution tachometer coils;

5 FIGURE 5 depicts a partial view of an alternative embodiment of the tachometer coil arrangement in the circuit interconnection board;

FIGURE 6 depict the expected output waveform from the high-resolution position sensor;

10 FIGURE 7 depicts a top-level functional block diagram of a method for determination of the rotational speed;

FIGURE 8 depicts the Speed Estimation process;

FIGURE 9 depicts the Offset Compensation process;

FIGURE 10 depicts the Get Phase process;

FIGURE 11 depicts the Blend process;

15 FIGURE 12 depicts the AlignToPolled process; and

FIGURE 13 depicts the Gain process.

DETAILED DESCRIPTION OF THE INVENTION

The present invention may be utilized in various types of motors and other rotational devices such as, for example, motors employed in a vehicle steering system. A preferred embodiment of the invention, by way of illustration is described herein as it may be applied to a motor tachometer in an electronic steering system. While a preferred embodiment is shown and described, it will be appreciated by those skilled in the art that the invention is not limited to the motor speed and rotation but also to any device where rotational motion and velocity are to be detected.

25 A preferred embodiment of the invention provides a structure and method by which the rotational position and velocity of a motor are determined. Referring to FIG. 1, the invention employs a tachometer structure 10 comprised of rotational part 20 and a fixed circuit assembly 30. Where the rotational part, 20 includes a rotating shaft 22 and sense magnet 24. The rotating shaft 22 is connected to, 30 or an element of the device, (not shown) whose rotational speed is to be determined. Referring to FIG. 2, an axial (end) view of the sense magnet 24 is depicted. The sense magnet 24 is attached to the rotating shaft 22 and arranged in two concentric, annular

configurations, a first of smaller radius surrounded by the second of larger radius. The concentric, annular configurations may be coplanar. The low-resolution magnet 26 comprising the inner annulus of sense magnet 24 is constructed as a six-pole permanent magnet. While the preferred embodiment utilizes the stated configuration, other 5 configurations are reasonable. The magnet structure need only be sufficient to allow adequate detection in light of the sensing elements utilized, processing employed, and operational constraints. The high-resolution magnet 28 comprising the outer annulus of sense magnet 24 is configured as a 72-pole permanent magnet 28. Again, the magnet structure need only be sufficient to allow adequate detection in light of the sensing 10 elements, processing employed, and operational constraints. Each of the magnets 26 and 28 is comprised of alternating north and south poles equally distributed around each respective annulus. One skilled in the art would appreciate that the magnets when rotated generate an alternating magnetic field which when passed in proximity to a conductor (coil) induce a voltage on the conductor. Further, using well-understood 15 principles the magnitude of the voltage induced is proportional to the velocity of the passing magnetic field, the spacing and orientation of the coil from the magnets.

FIGS. 1 and 3 depict the circuit assembly 30. The circuit assembly 30 includes; a plurality of tachometer coils 40, low-resolution Hall sensor set 34, and high-resolution position sensor 36. The circuit assembly 30 is placed parallel to and in close 20 proximity to the axial end of the rotating sense magnet 24. A circuit interconnection 38 provides electrical interconnection of the circuit assembly 30 components and may be characterized by various technologies such as hand wiring, a printed card, flexible circuit, lead frame, ceramic substrate, or other circuit connection fabrication or methodology. A preferred embodiment for the circuit assembly 30 comprises the 25 abovementioned elements affixed to a printed circuit board circuit interconnection 38 of multiple layers.

Referring to FIGS. 1 and 3, the tachometer coils 40 are located on the circuit assembly 30 in such an orientation as to be concentric with the sense magnet 24 in close proximity to the inner annulus low resolution poles 26. In a preferred 30 embodiment of the invention, the conductive tachometer coils 40 are an integral part of the circuit interconnection 38. The tachometer coils 40 include two or more spiraling conductor coils 42-48 concentrically wound in a serpentine fashion such that each conductor comprises a twelve turn winding on each of two layers. Coil A is comprised

of windings 42 and 44 and coil B is comprised of windings 46 and 48. Each of the windings is configured such that it spirals inward toward the center on one layer and outward from the center on the second layer. Thereby, the effects of the windings' physical construction variances on the induced voltages are minimized. Further, the 5 tachometers coils 40 are physically arranged such that each has an equivalent effective depth on the circuit assembly 30. That is, the windings are stacked within the circuit assembly 30 such that the average axial distance from the magnets is maintained constant. For example, the first layer of coil A, winding 42 could be the most distant from the magnets, and the second layer of coil A, winding 44 the closest to the 10 magnets, while the two layers of coil B 46 and 48 could be sandwiched between the two layered windings of coil A. The exact configuration of the coil and winding arrangement stated is illustrative only, many configurations are possible and within the scope of the invention. The key operative function is to minimize the effects of multiple winding effective distances (gaps) on the induced voltages. While two twelve 15 turn windings are described, the coil configuration need only be sufficient to allow adequate detection in light of the magnetic field strength, processing employed, physical and operational constraints.

FIG. 3 depicts a partial view of a preferred embodiment. Three turns of the first layer of coil A, winding 42 are shown. Each winding is comprised of six 20 active 50 and six inactive 52 segments per turn. The active segments 50 are oriented approximately on radials from the center of the spiral while the inactive segments 52 are orientated as arcs of constant radius. The active segments 50 are strategically positioned equidistant about the circumference of the spiral and directly cutting the flux lines of the field generated by the low resolution magnet 26. The inactive segments 52 are positioned at equal radial distances and are strategically placed to be outside the 25 magnetic flux lines from the low resolution magnet 26. One skilled in the art will appreciate that the winding is uniquely configured as described to provide maximum voltage generation with each passing pole of the low-resolution magnet 26 in the active segments 50 and minimal or no voltage generation with each passing pole of the low 30 resolution magnet 26 in the inactive segments 52. This results in predictable voltage outputs on the tachometer coils 40 for each rotation of the low-resolution magnet 26. A preferred embodiment employs two coils, on two layers each with 144 active and 144 inactive segments. However, it will be understood that only the quantity of active

segments 50 not the inactive segments 52 is relevant. Any number of inactive segments 52 is feasible, only dictated by the physical constraints of interconnecting the active segments 50.

Additionally, the tachometer coils 40 are comprised of two (or more)

5 complete spiral serpentine windings 42-44, 46-48. The windings 42-44 and 40-48 may be oriented relative to one another in such a way that the voltages generated by the two coils would possess differing phase relationships. Further, that the orientation may be configured in such a way as to cause the generated voltages to be in quadrature. In a preferred embodiment where the low-resolution poles are comprised of six magnets of
10 sixty degree segments, the two coils are rotated concentrically relative to one another by thirty degrees. This rotation results in a phase difference of 90 degrees between the two generated voltages generated on each coil. FIG. 4 depicts the output voltage generated on the two coils as a function of rotation angle of the rotating shaft 22 for a given speed.

15 In another embodiment of the invention, the windings may be individually serpentine but not necessarily concentric. Again, the coil configuration need only be sufficient to allow adequate detection in light of the magnetic field strength, processing employed, physical and operational constraints. One skilled in the art would recognize that the coil could be comprised of many other configurations of
20 windings. FIG. 5 depicts one such a possible embodiment of the invention.

Referring again to FIG. 1, in a preferred embodiment, the Hall sensor set 34 is located on the circuit assembly 30 in an orientation concentric with the tachometer coils 40 and concentric with the rotating part 20. Additionally, the Hall sensor set is placed at the same radius as the active segments 50 of the tachometer coils 40 to be
25 directly in line axially with the low-resolution poles 26 of the sense magnet 24. The Hall sensor set 34 is comprised of multiple sensors equidistantly separated along an arc length where two such sensors are spaced equidistant from the sensor between them. In a preferred embodiment, the Hall sensor set 34 is comprised of three Hall effect sensors, 34a, 34b, and 34c, separated by 40 degrees and oriented along the described
30 circumference relative to a predetermined reference position so that absolute rotational position of the rotating part 20 may be determined. Further, the Hall sensor set 34 is positioned to insure that the active segments 50 of the tachometer coils 40 do not interfere with any of the Hall sensors 34a, 34b, and 34c or vice versa. It is also

noteworthy to consider that in FIG.1, the Hall sensor set 34 is depicted on the distant side of the circuit assembly 30 relative to the low-resolution magnet 26. This configuration addresses the trade between placing the Hall sensor set 34 or the tachometer coils 40 closest to the low-resolution magnet 26. In a preferred 5 embodiment, such a configuration is selected because the signals from the Hall sensor set 34 are more readily compensated for the additional displacement when compared to the voltages generated on the tachometer coils 40. It will be appreciated by those skilled in the art that numerous variations on the described arrangement may be contemplated and within the scope of this invention. The Hall sensor set 34 detects the 10 passing of the low-resolution magnet 26 and provides a signal voltage corresponding to the passing of each pole. This position sensing provides a signal accurately defining the absolute position of the rotational part 20. Again, in the preferred embodiment, the three signals generated by the Hall sensor set 34 with the six-pole low-resolution magnet facilitate processing by ensuring that certain states of the three signals are never 15 possible. One skilled in the art will appreciate that such a configuration facilitates error and failure detection and ensures that the trio of signals always represents a deterministic solution for all possible rotational positions.

The position sensor 36 is located on the circuit assembly 30 in such an orientation as to be directly in line, axially with the magnets of the outer annulus of the 20 sense magnet 24, yet outside the effect of the field of the low-resolution magnet 26. The position sensor 36 detects the passing of the high-resolution magnet 28 and provides a signal voltage corresponding to the passing of each pole. To facilitate detection at all instances and enhance detectability, the position sensor 36 includes two Hall effect sensors in a single package separated by a distance equivalent to one half 25 the width of the poles on the high- resolution magnet 28. Thus, with such a configuration the position signals generated by the position sensor 36 are in quadrature. One skilled in the art will appreciate that the quadrature signal facilitates processing by ensuring that one of the two signals is always deterministic for all possible positions. Further, such a signal configuration allows secondary processing to assess signal 30 validity. FIG. 6 depicts the output voltage as a function of rotational angle of the position sensor 36 for a given speed. It is noteworthy to point out that the processing of the high-resolution position allows only a relative determination of rotational position. It is however, acting in conjunction with the information provided by the low-

resolution position signals from the Hall sensor set 34 that a determination of the absolute position of the rotating part 20 is achieved. Other applications of the low-resolution position sensor are possible.

In another embodiment of the invention, the structure described above is 5 constructed in such a fashion that the active segments of the tachometer coils 40 are at a radial proximity to the sense magnets instead of axial. In such an embodiment, the prior description is applicable except the rotational part 20 would include magnets that are coaxial but not coplanar and are oriented such that their magnetic fields radiate in the radial direction rather than the axial direction. Further, the circuit assembly 30 may 10 be formed cylindrically rather than planar and coaxial with the rotational part 20.

Finally, the tachometer coils 40, Hall sensor set 34, and position sensor 36, would again be oriented such that the active segments 50 would be oriented in the axial direction in order to detect the passing magnetic field of the low-resolution magnet 26.

FIG. 7 depicts the top-level block diagram of the processing functions 15 employed on the various signals sensed to determine the rotational speed of a rotating device. The processing defined would be typical of what may be performed in a controller. Such a controller may include, without limitation, a processor, logic, memory, storage, registers, timing, interrupts, and the input/output signal interfaces as required to perform the processing prescribed by the invention. Referring again to FIG. 20 7, where the blocks 100-1000 depict the adaptive algorithm executed by the abovementioned controller in order to generate the tachometer output. The first four blocks 100, 200, 400, 600 perform the "forward" processing of the tachometer coil signals to arrive at the final blended output. While, the last two 800, 1000 comprise a "feedback" path thereby constructing the adaptive nature of the algorithm.

25 In FIG. 7, the function labeled Speed Estimation 100 generates a digital, derived velocity signal. The process utilizes Motor_Position_HR the high-resolution position sensed by 36, and a processor clock signal for timing. The process outputs a signal Motor_Vel_Der_144, which is proportional to the velocity of the motor over the sample period of the controller. Continuing to Offset Compensation 200 where 30 processing is performed to generate filtered tachometer signals to remove offsets and bias. The process utilizes the two tachometer coil signals HallTachVoltX1, HallTachVoltX2, the derived velocity Motor_Vel_Der_144 and two phase related feedback signals int_Phase0 and int_Phase1 as inputs and generates compensated

velocity outputs X1_Corr and X2_Corr. Continuing to Get Phase 400 where processing is performed to ascertain magnitude and phase relationships of the two compensated velocities. Inputs processed include the compensated velocities X1_Corr, X2_Corr, and the motor position Motor_Position_SPI as derived from the high- 5 resolution position detected by sensor 36. The process generates two primary outputs, the selected tachometer magnitude tach_vel_mag and the selected tachometer phase tach_vel_sign. Moving to the Blend 600 process where predetermined algorithms determine a blended velocity output. The process utilizes the selected tachometer magnitude tach_vel_mag and the selected tachometer phase tach_vel_sign to generate 10 two outputs; the blended velocity Blend_Vel_Signed and the velocity sign OutputSign. Considering now the AlignToPolled 800 process wherein the tachometer magnitude tach_vel_mag is time shifted based upon the magnitude of the derived velocity Motor_Vel_Der_144. The selected signal is filtered and supplied as an output as Filtered_Tach. Finally, looking to Gain 1000 where the process generates an error 15 command resultant from the difference between the derived velocity and filtered tachometer under predetermined conditions. The error signal is integrated and utilized as an error command signal for gain adjustment feedback. The process utilizes the derived velocity Motor_Vel_Der_144 and the Filtered_Tach signal as inputs to generate two outputs int_Phase0 and int_Phase1. These two signals form the gain 20 adjustment feedback that is then utilized as an input in the abovementioned Offset Compensation 200.

Referring now to FIG. 7 and FIG. 8 for a more detailed description of the functional operation of each of the processes identified above. FIG. 8 depicts the functions that comprise the Speed Estimation 100 process block. This process is a 25 method of extracting a digital, derived velocity based on the per sample period of change of the position signal. The process utilizes as an input Motor_Position_HR the high-resolution position detected by sensor 36, and outputs a signal Motor_Vel_Der_144, which is proportional to the derived velocity of the motor. The process computes the velocity by employing two main functions. The first is the 30 Deltact calculation process 102 where a position change DELTA_POSITION is computed by subtracting the high-resolution position Motor_Position_HR delayed by one sample from the current high-resolution position Motor_Position_HR. That is, subtracting the last position from the current position. The position difference is then

divided by the difference in time between the two samples. An equation illustrating the computation is as follows:

$$\text{Deltact} = \frac{P_0 - P_1}{T_0 - T_1}$$

5 A preferred embodiment of the above equation evaluates a changing measured position over a fixed interval of time to perform the computation. It will be appreciated by those skilled in the art, that the computation may be performed with several variations. An alternative embodiment, evaluates a changing measured time interval for a fixed position change to perform the computation. Further, in yet another 10 embodiment, both the interval of time and interval position could be measured and compared with neither of the parameters occurring at a fixed interval.

A filter 104 further processes the calculated Deltact value. Where the filtering characteristics are selected and determined such that the filter yields a response sufficiently representative of the true velocity of the motor without adding excessive 15 delay. One skilled in the art will appreciate and understand that there can be numerous combinations, configurations, and topologies of filters that can satisfy such requirements. A preferred embodiment employed a four-state moving average filter. The signal is labeled Motor_Vel_Der, which is then scaled at gain 106 and output from the process as the value labeled Motor_Vel_Der_144. This parameter is utilized 20 throughout the invention as a highly accurate representation of the velocity.

FIG. 9 depicts the functions that comprise the Offset Compensation process 200. The process extracts the respective offset and bias from each of the two tachometer coil signals HallTachVoltX1 and HallTachVoltX2 resulting in compensated velocity outputs X1_Corr and X2_Corr. The extraction is accomplished by an 25 algorithm that under predetermined conditions subtracts from each of the tachometer signals its low frequency spectral components. The algorithm is characterized by scaling 202; a selective, adaptive, filter 204; and a gain schedule/modulator Apply Gain 210. Where, the scaling 202 provides gain and signal level shifting resultant from the embodiment with an analog to digital conversion; the adaptive filter 204 comprises dual 30 selective low pass filters 206 and summers 208 enabled only when the tachometer signals' levels are valid; and gain scheduling, which is responsive to feedback signals int_Phase0 and int_Phase1 from the Gain process 1000.

The adaptive filter 204 is characterized by conditionally enabled low pass filters 206, and summers 208. The low pass filters 206 under established conditions, are activated and deactivated. When activated, the filter's 206 results are the low frequency spectral content of the tachometer signals to a predetermined 5 bandwidth. When deactivated, the filter 206 yields the last known filter value of the low frequency spectral content of the tachometer signals. It is important to consider that the filter 206 is activated when the tachometer signals are valid and deactivated when they are not. In a preferred embodiment, this occurs when the tachometer signals 10 saturate at a high velocity. Various conditions may dictate the validity of the tachometer signals. In a preferred embodiment, within certain hardware constraints, to satisfy low speed resolution and bandwidth requirements, high speed sensing capability with the tachometer signals is purposefully ignored. This results in the tachometer signals saturating under high speed operating conditions. As such, it is desirable to deactivate the filters 206 under such a condition to avoid filtering erroneous 15 information. A summer 208 subtracts the low pass filter 206 outputs to the original tachometer signals thereby yielding compensated tachometer signals with the steady state components eliminated. The filter 206 characteristics are established to ensure that the filter response when added to the original signals sufficiently attenuates the offsets and biases in the tachometer signals. One skilled in the art will appreciate that 20 there can be numerous combinations, configurations, and topologies of filters that can satisfy such requirements. A preferred embodiment employs an integrating loop low pass filter.

The gain scheduling function Apply Gain 210 is responsive to feedback signals int_Phase0 and int_Phase1 from the Gain process 1000 (discussed below). The 25 Apply Gain 210 process scales the compensated velocity outputs X1_Corr and X2_Corr as a function of the feedback signals int_Phase0 and int_Phase1. Thereby providing a feedback controlled correction of the velocity signal for accuracy and speed correction.

FIG. 10 depicts the internal process of Get Phase 400 where processing 30 is performed to ascertain magnitude and phase relationships of the two compensated velocities. Inputs processed include the offset compensated velocities X1_Corr, X2_Corr, the motor position Motor_Position_SPI, and a calibration adjustment signal TachOffset. The motor position signal Motor_Position_SPI derived from the high-

resolution position as detected by sensor 36 and indexed to the absolute position as described earlier. The TachOffset input allows for an initial fabrication based adjustment to address differences or variations in the orientation of the tachometer coils 40 (FIGS. 1 and 3) and the low-resolution Hall sensor set 34 (FIG. 1). The process 5 generates two primary outputs, the selected tachometer magnitude tach_vel_mag and the selected tachometer phase tach_vel_sign. The process independently determines which tachometer signal magnitude and phase to select by making a comparison with the high-resolution position Motor_Position_SPI. The process determines the magnitude of the two velocities X1_Corr and X2_Corr at 402. Then at comparator 404 10 determines the larger of the two and then generates a discrete, Phase_Sel, indicative of which velocity has the larger magnitude. The larger magnitude velocity is selected because by the nature of the two trapezoidal signals, one is guaranteed to be at its maximum. The discrete Phase_Sel controls a switch 406, which in turn passes the selected tachometer velocity magnitude termed tach_vel_mag. The discrete Phase_Sel 15 is also utilized in later processes. A second and separate comparison at 408 with the high-resolution position Motor_Position_SPI, extracts the respective sign associated with the velocity. Again, it will be understood that those skilled in the art may conceive of variations and modifications to the preferred embodiment shown above. For example, one skilled in the art would recognize that the phase information could 20 have also been acquired merely by utilizing the position information alone. Such an approach however, suffers in that it would be highly sensitive to the precise positioning and timing on the trapezoidal waveforms to insure an accurate measurement. Such a restriction is avoided in the preferred embodiment, thereby simplifying the processing necessary.

25 FIG. 11 depicts the Blend 600 process function where predetermined algorithms determine a blended velocity output. The process utilizes the selected tachometer magnitude tach_vel_mag, the derived velocity Motor_Vel_Der_144 and the selected tachometer phase tach_vel_sign to generate two outputs; the blended velocity Blend_Vel_Signed and the velocity sign OutputSign. A blended velocity solution is 30 utilized to avoid the potential undesirable effects of transients resultant from rapid transitions between the derived velocity and the tachometer-measured velocity. The process selects based upon the magnitude of the derived velocity Motor_Vel_Der_144 a level of scheduling at gain scheduler 602 of the derived velocity with the

compensated, measured, and selected velocity, `tach_vel_mag`. Summer 604 adds the scheduled velocities, which are then multiplied at 606 by the appropriate sign as determined from the tachometer phase `tach_vel_sign` to generate the blended composite signal. The blended composite signal comprises a combination of the tachometer 5 measured velocity and the derived velocity yet without the negative effects of saturation or excessive time delays.

FIG. 12 depicts the AlignToPolled 800 process, which time shifts (delays) the tachometer magnitude `tach_vel_mag` to facilitate a coherent comparison with the derived velocity `Motor_Vel_Der_144`. The filtering is only employed when 10 the tachometer magnitude `tach_vel_mag` is within a valid range as determined in processes 802 and 804. The valid range is determined based upon the magnitude of the derived velocity `Motor_Vel_Der_144`. As stated earlier, the validity of the tachometer signals is related to high speed saturation, while for the derived velocity it is a function of filtering latency at very low speed. A selection switch 804 responsive to the 15 magnitude of the derived velocity `Motor_Vel_Der_144` controls the application of the `tach_vel_mag` signal to the filter. The multiplication at 808 applies the appropriate sign to the `tach_vel_mag` signal. A filter 806 is employed to facilitate generation of the time delay. The appropriate time delay is determined based upon the total time delay that the derived velocity signals experience relative to the tachometer signals. The time 20 shift accounts for the various signal and filtering effects on the analog signals and the larger time delay associated with filtering the derived velocity signal. As stated earlier, the derived velocity signal experiences a significant filtering lag, especially at lower speeds. Introducing this shift yields a result that makes the tachometer signals readily comparable to the derived velocity. The selected signal is delivered as an output as 25 `Filtered_Tach`.

In a preferred embodiment, the resultant filter 806 is a four state moving average filter similar to the filter 104 (FIG. 8) implemented in the Speed Estimation process. One skilled in the art will recognize that there can be numerous combinations, configurations, and topologies of filters that can satisfy such requirements.

30 Referring now to FIG. 13, the Gain 1000 process block where an error command is generated and subsequently utilized as a gain correction in the adaptive algorithm of the present invention. In a preferred embodiment, the error command is resultant from a ratiometric comparison 1002 of the magnitudes of the derived velocity

to the filtered tachometer velocity. The ratio is then utilized to generate an error signal at summer 1004. Under predetermined conditions, controlled by state controller 1006, error modulator 1008 enables or disables the error signal. That is, modulator 1008 acts as a gate whereby the error signal is either passed or not. The state controller 1006

5 allows the error signal to be passed only when the error signal is valid. For example, when both the filtered tachometer velocity and the derived velocity are within a valid range. In a preferred embodiment, the error signal is passed when the magnitude of the Motor_Vel_Der_144 signal is between 16 and 66.4 radians per second. However, the modulator is disabled and the error signal does not pass if the magnitude of the

10 Motor_Vel_Der_144 signal exceeds 72 or is less than 10.4 radians per second. Under these later conditions, the ratiometric comparison of the two velocities and the generation of an error signal is not valid. At very small velocities, the signal Motor_Vel_Der_144 exhibits excessive delay, while at larger velocities, that is in excess of 72 radians per second, the tachometer signals are saturated. The error signal

15 when enabled is passed to the error integrator 1010, is integrated, and is utilized as an error command signal for gain adjustment feedback. The error integrators 1010 selectively integrate the error passed by the modulator 1008. The selection of which integrator to pass the error signal to is controlled by the time shifted Phase_Sel signal at delay 1012. These two correction signals int_Phase0 and int_Phase1 form the gain

20 adjustment feedback that is then utilized as an input in the abovementioned Offset Compensation 200 process.

The disclosed invention may be embodied in the form of computer-implemented processes and apparatuses for practicing those processes. The present invention can also be embodied in the form of computer program code containing

25 instructions embodied in tangible media, such as floppy diskettes, CD-ROMs, hard drives, or any other computer-readable storage medium, wherein, when the computer program code is loaded into and executed by a computer, the computer becomes an apparatus for practicing the invention. The present invention can also be embodied in the form of computer program code, for example, whether stored in a storage medium,

30 loaded into and/or executed by a computer, or transmitted over some transmission medium, such as over electrical wiring or cabling, through fiber optics, or via electromagnetic radiation, wherein, when the computer program code is loaded into and executed by a computer, the computer becomes an apparatus for practicing the

invention. When implemented on a general-purpose microprocessor, the computer program code segments configure the microprocessor to create specific logic circuits.

It will be understood that those skilled in the art may conceive variations and modifications to the preferred embodiment shown herein within the scope and 5 intent of the claims. While the present invention has been described as carried out in a specific embodiment thereof, it is not intended to be limited thereby but is intended to cover the invention broadly within the scope and spirit of the claims.

CLAIMS

CLAIM 1. An apparatus for determining the velocity of a rotating device comprising:

a rotational part having sets of sense magnets affixed to a rotating shaft of said rotating device configured to rotate about a rotation axis; and

5 a circuit assembly including, a circuit interconnection having a plurality of sense coils, one or more sensors affixed to said circuit assembly, mounted in close proximity to said rotating part, said circuit assembly adapted to place components thereon in proximity to said sets of sense magnets;

10 wherein said sets of sense magnets combine with said circuit assembly to form an air core electric machine.

CLAIM 2. An apparatus of Claim 1 wherein said sets of sense magnets are arranged in annular rings, concentric with said rotation axis of said rotational part.

CLAIM 3. An apparatus of Claim 2 wherein said sets of sense magnets being formed of alternating poles equivalently sized and distributed about said annular rings at circumferences.

CLAIM 4. An apparatus of Claim 2 wherein said sets of sense magnets are oriented such that a magnetic field radiates in an axial direction, parallel to said axis of rotation.

CLAIM 5. An apparatus of Claim 2 wherein said annular rings are arranged such that a surface radiating said magnetic field is placed proximal to said circuit assembly orthogonal to said axis of rotation of said rotational part.

CLAIM 6. An apparatus of Claim 2 wherein said sets of sense magnets includes a first set of low-resolution poles having six sense magnets.

CLAIM 7. An apparatus of Claim 6 wherein said sets of sense magnets includes a second set of high-resolution poles having seventy-two sense magnets.

CLAIM 8. An apparatus of Claim 7 wherein said first set of low resolution poles form an annulus of smaller radius than a second annulus formed from said second set of high resolution poles.

CLAIM 9. An apparatus of Claim 1 wherein said sensors are Hall effect sensors.

CLAIM 10. An apparatus of Claim 1 wherein said circuit interconnection is a printed circuit card.

CLAIM 11. An apparatus of Claim 1 wherein said circuit interconnection is a flexible circuit.

CLAIM 12. An apparatus of Claim 1 wherein said circuit interconnection is on a ceramic substrate.

CLAIM 13. An apparatus of Claim 1 wherein said circuit interconnection is a lead frame assembly.

CLAIM 14. An apparatus of Claim 1 wherein said circuit interconnection includes circuit elements including said sense coils formed therein.

CLAIM 15. An apparatus of Claim 1 wherein said sense coils are characterized by two or more conductive coils arranged in a spiraling serpentine fashion on one or more layers of said circuit assembly and circuit interconnection.

CLAIM 16. An apparatus of Claim 15 wherein said sense coils are rotated relative to one another about a center of said rotation axis of said rotational part in such a manner as to cause voltages induced on said sense coils to be in quadrature.

CLAIM 17. An apparatus of Claim 15 wherein said sense coils spiral concentrically, about said rotation axis of said rotational part, inward toward said center on a first layer and outward from said center on a second layer.

CLAIM 18. An apparatus of Claim 15 wherein said sense coils spiral inward toward said center on a first layer and outward from said center on a second layer.

CLAIM 19. An apparatus of Claim 6 wherein said sense coils each include at least one winding comprised of active segments characterized by radial portions of said conductive coils and inactive segments, characterized by circumferential portions of said coils.

CLAIM 20. An apparatus of Claim 19 wherein said active segments intersect lines of the magnetic flux from the low-resolution poles of said sense magnets to induce a voltage on said sense coils.

CLAIM 21. An apparatus of Claim 19 wherein said inactive segments intersect said lines of the magnetic flux lines from said low resolution poles of said sense magnets while limiting the inducement of a voltage on said sense coils.

CLAIM 22. An apparatus of Claim 19 wherein a velocity of said lines of magnetic flux from said low-resolution poles of said sense magnets intersect said active segments at approximately ninety degrees.

CLAIM 23. An apparatus of Claim 19 wherein a velocity of said lines of magnetic flux from said low resolution poles of said sense magnets intersect said inactive segments at approximately zero degrees.

CLAIM 24. An apparatus of Claim 19 wherein said inactive segments do not intersect said lines of magnetic flux from said low-resolution poles of said sense magnets.

CLAIM 25. An apparatus of Claim 19 wherein each said at least one winding is arranged such that an average composite distance from said sense magnets remains constant.

CLAIM 26. An apparatus of Claim 19 wherein said at least one winding is arranged on two layers, concentric with said axis of rotation, with 144 total active segments.

CLAIM 27. An apparatus of Claim 16 wherein said sense coils are formed in sets of spirals not concentric with said rotation axis of said rotational part.

CLAIM 28. An apparatus of Claim 3 wherein said sense magnets are oriented such that said magnetic field radiates in the radial direction, orthogonal to said axis of rotation.

CLAIM 29. An apparatus of Claim 28 wherein said sense coils are arranged such that said active segments are oriented in an axial direction, parallel to said axis of rotation.

CLAIM 30. An apparatus of Claim 28 wherein a velocity of said lines of magnetic flux from said low-resolution poles of said sense magnets intersect said active segments at approximately ninety degrees.

CLAIM 31. An apparatus of Claim 28 wherein a velocity of said lines of magnetic flux from said low resolution poles of said sense magnets intersect said inactive segments at approximately zero degrees.

CLAIM 32. A system for determining a velocity of a rotating device, comprising:

an apparatus having a rotational part including sets of sense magnets affixed to the rotating shaft of said rotating device;

5 a circuit assembly, including a circuit interconnection having one or more sense coils as an integral member, one or more sensors affixed to said circuit assembly, mounted in close proximity to the rotating part, the circuit assembly adapted to place components thereon in proximity to the sets of sense magnets;

10 a controller coupled to said circuit assembly, said controller adapted to execute an adaptive algorithm including:

generating a position signal related to rotational position transmitted to said controller;

determining a derived velocity signal utilizing said position signal;

generating a plurality of measured tachometer velocity signals;

15 generating a compensated velocity signal in response to said plurality of measured tachometer velocity signals;

blending said plurality of compensated velocity signals with said derived velocity signal under selective conditions to generate a blended velocity output indicative of the velocity of the rotating device.

CLAIM 33. A system of Claim 32 wherein said derived velocity signal is determined by calculation of the difference in measured positions of said rotating shaft divided by the time difference between the measurements; and filtering the result of said calculation.

CLAIM 34. A system of Claim 32 wherein said plurality of measured tachometer velocity signals are the resultant outputs of said sense coils configured such that the voltages are in quadrature.

CLAIM 35. A system of Claim 32 wherein said blended velocity output is generated by combining said derived velocity signal and said compensated velocity signal under selective conditions based upon the characteristics of said derived velocity signal and said plurality measured tachometer velocity signals.

CLAIM 36. A system of Claim 32 wherein:

generating said compensated velocity includes:

extracting respective offsets and biases from said plurality of measured tachometer velocity signals;

5 scaling said plurality of measured tachometer velocity signals to produce a plurality of scaled velocity signals;

selecting one of said plurality of said plurality of scaled velocity signals as said compensated velocity signal; and

wherein said scaling is responsive to calculated velocity errors.

CLAIM 37. A system of Claim 36 wherein said extracting offsets is accomplished by a selectable filter.

CLAIM 38. A system of Claim 37 wherein said selectable filter conditionally subtracts low frequency spectral components from said plurality of measured tachometer velocity signals.

CLAIM 39. A system of Claim 36 wherein said scaling is applied by a scale factor multiplication, where the scale factor is derived from an error determination process.

CLAIM 40. A system of Claim 36 wherein said selecting includes selecting one of said plurality of measured tachometer velocity signals based on magnitude.

CLAIM 41. A system of Claim 36 wherein said calculated velocity error is responsive to the magnitude differential between said derived velocity signal and a time coherent version of said compensated velocity signal.

CLAIM 42. A method for determining a velocity of a rotating device, comprising:

providing an apparatus having a rotational part including sets of sense magnets affixed to the rotating shaft of said rotating device;

5 providing a circuit assembly, including a circuit interconnection having one or more sense coils as an integral member, one or more sensors affixed to said circuit assembly, mounted in close proximity to the rotating part, the circuit assembly adapted to place components thereon in proximity to the sets of sense magnets;

providing a controller coupled to said circuit assembly, said controller 10 adapted to execute an adaptive algorithm including:

generating a position signal related to rotational position, and determining a derived velocity signal utilizing said position signal;

generating a plurality of measured tachometer velocity signals;

15 generating a compensated velocity signal in response to said plurality of measured tachometer velocity signals;

blending said plurality of compensated velocity signals with said derived velocity signal under selective conditions to generate a blended velocity output indicative of the velocity of the rotating device.

CLAIM 43. A method of Claim 42 wherein said derived velocity signal is determined by calculation of the difference in measured positions of said rotating shaft divided by the time difference between the measurements; and filtering the result of said calculation.

CLAIM 44. A method of Claim 42 wherein said plurality of measured tachometer velocity signals are the resultant outputs of said sense coils configured such that the voltages are in quadrature.

CLAIM 45. A method of Claim 42 wherein said blended velocity output is generated by combining said derived velocity signal and said compensated velocity signal under selective conditions based upon the characteristics of said derived velocity signal and said plurality measured tachometer velocity signals.

CLAIM 46. A method of Claim 42 wherein:
generating said compensated velocity includes:
extracting respective offsets and biases from said plurality of measured
tachometer velocity signals;
5 scaling said plurality of measured tachometer velocity signals to produce
a plurality of scaled velocity signals;
selecting one of said plurality of said plurality of scaled velocity signals
as said compensated velocity signal; and
wherein said scaling is responsive to calculated velocity errors.

CLAIM 47. A method of Claim 46 wherein said extracting offsets is
accomplished by a selectable filter.

CLAIM 48. A method of Claim 47 wherein said selectable filter
conditionally subtracts low frequency spectral components from said plurality of
measured tachometer velocity signals.

CLAIM 49. A method of Claim 46 wherein said scaling is applied by a
scale factor multiplication, where the scale factor is derived from an error
determination process.

CLAIM 50. A method of Claim 46 wherein said selecting includes
selecting one of said plurality of measured tachometer velocity signals based on
magnitude.

CLAIM 51. A method of Claim 46 wherein said calculated velocity
error is responsive to the magnitude differential between said derived velocity signal
and a time coherent version of said compensated velocity signal.

CLAIM 52. A storage medium encoded with a machine-readable computer program code for determining a velocity of a rotating device, said storage medium including instructions for causing a controller to implement a method comprising:

- 5 generating a position signal related to rotational position, and determining a derived velocity signal utilizing said position signal;
- generating a plurality of measured tachometer velocity signals;
- generating a compensated velocity signal in response to said plurality of measured tachometer velocity signals;
- 10 blending said plurality of compensated velocity signals with said derived velocity signal under selective conditions to generate a blended velocity output indicative of the velocity of said rotating device.

CLAIM 53. A storage medium of Claim 52 wherein said derived velocity signal is determined by calculation of the difference in measured positions of said rotating device divided by the time difference between the measurements; and filtering the result of said calculation.

CLAIM 54. A storage medium of Claim 52 wherein said plurality of measured tachometer velocity signals are configured so as to be in quadrature.

CLAIM 55. A storage medium of Claim 52 wherein said blended velocity output is generated by combining said derived velocity signal and said compensated velocity signal under selective conditions based upon the characteristics of said derived velocity signal and said plurality measured tachometer velocity signals.

CLAIM 56. A storage medium of Claim 52 wherein:
generating said compensated velocity includes:
extracting respective offsets and biases from said plurality of measured
tachometer velocity signals;
5 scaling said plurality of measured tachometer velocity signals to produce
a plurality of scaled velocity signals;
selecting one of said plurality of said plurality of scaled velocity signals
as said compensated velocity signal; and
wherein said scaling is responsive to calculated velocity errors.

CLAIM 57. A storage medium of Claim 56 wherein said extracting
offsets is accomplished by a selectable filter.

CLAIM 58. A storage medium of Claim 57 wherein said selectable
filter conditionally subtracts low frequency spectral components from said plurality of
measured tachometer velocity signals.

CLAIM 59. A storage medium of Claim 56 wherein said scaling is
applied by a scale factor multiplication, where the scale factor is derived from an error
determination process.

CLAIM 60. A storage medium of Claim 56 wherein said selecting
includes selecting one of said plurality of measured tachometer velocity signals based
on magnitude.

CLAIM 61. A storage medium of Claim 56 wherein said calculated
velocity error is responsive to the magnitude differential between said derived velocity
signal and a time coherent version of said compensated velocity signal.

CLAIM 62. A computer data signal embodied in a carrier wave for determining a velocity of a rotating device, said data signal comprising code configured to cause a controller to implement a method comprising:

- generating a position signal related to rotational position, and
- 5 determining a derived velocity signal utilizing said position signal;
- generating a plurality of measured tachometer velocity signals;
- generating a compensated velocity signal in response to said plurality of measured tachometer velocity signals;
- blending said plurality of compensated velocity signals with said derived
- 10 velocity signal under selective conditions to generate a blended velocity output indicative of the velocity of said rotating device.

CLAIM 63. A computer data signal of Claim 62 wherein said derived velocity signal is determined by calculation of the difference in measured positions of said rotating shaft divided by the time difference between the measurements; and filtering the result of said calculation.

CLAIM 64. A computer data signal of Claim 62 wherein said plurality of measured tachometer velocity signals are configured so as to be in quadrature.

CLAIM 65. A computer data signal of Claim 62 wherein said blended velocity output is generated by combining said derived velocity signal and said compensated velocity signal under selective conditions based upon the characteristics of said derived velocity signal and said plurality measured tachometer velocity signals.

CLAIM 66. A computer data signal of Claim 62 wherein:
generating said compensated velocity includes:
extracting respective offsets and biases from said plurality of measured
tachometer velocity signals;
5 scaling said plurality of measured tachometer velocity signals to produce
a plurality of scaled velocity signals;
selecting one of said plurality of said plurality of scaled velocity signals
as said compensated velocity signal; and
wherein said scaling is responsive to calculated velocity errors.

CLAIM 67. A computer data signal of Claim 66 wherein said extracting
offsets is accomplished by a selectable filter.

CLAIM 68. A computer data signal of Claim 67 wherein said selectable
filter conditionally subtracts low frequency spectral components from said plurality of
measured tachometer velocity signals.

CLAIM 69. A computer data signal of Claim 66 wherein said scaling is
applied by a scale factor multiplication, where the scale factor is derived from an error
determination process.

CLAIM 70. A computer data signal of Claim 66 wherein said selecting
includes selecting one of said plurality of measured tachometer velocity signals based
on magnitude.

CLAIM 71. A computer data signal of Claim 66 wherein said calculated
velocity error is responsive to the magnitude differential between said derived velocity
signal and a time coherent version of said compensated velocity signal.

FIG. 1

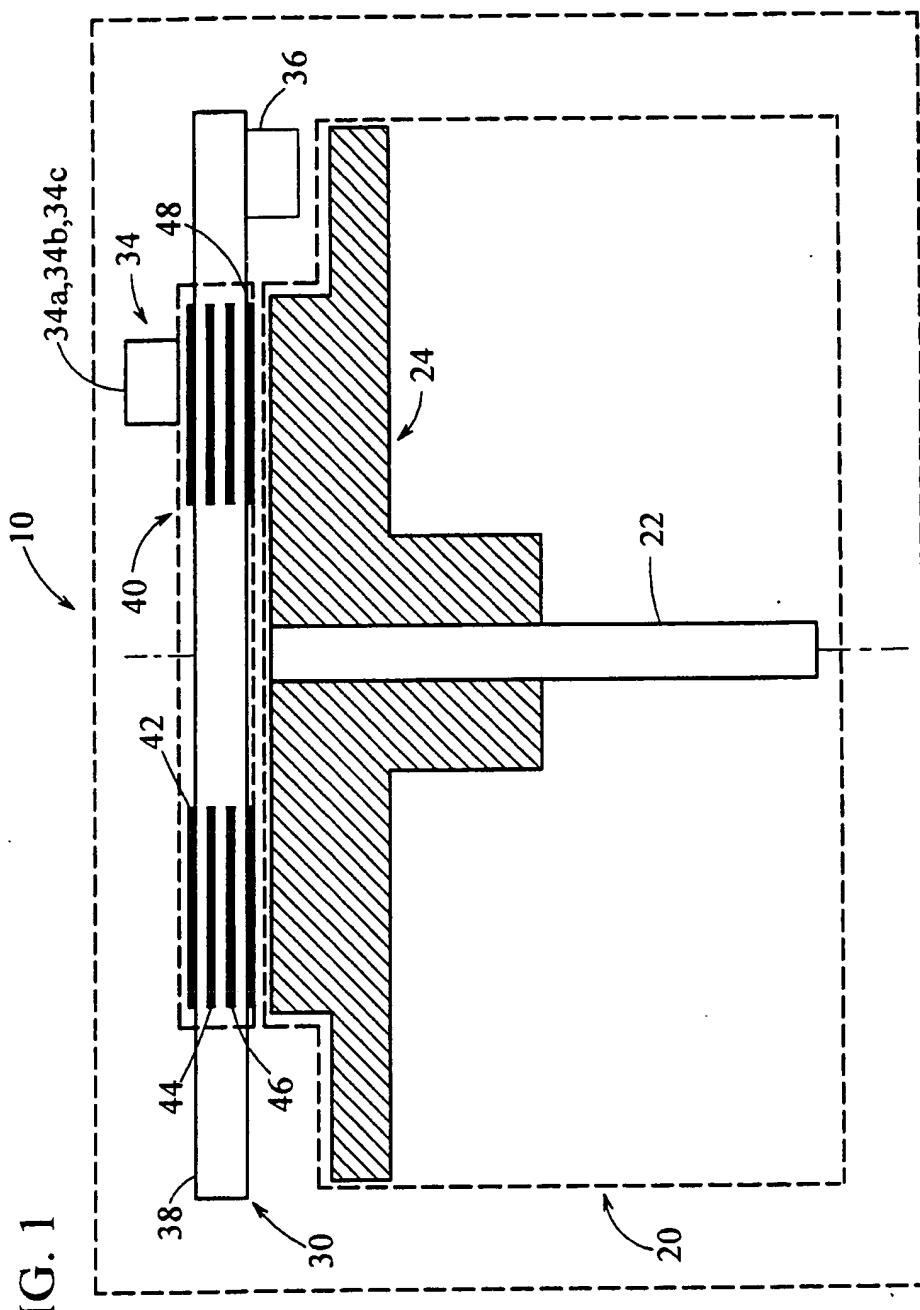


FIG. 2

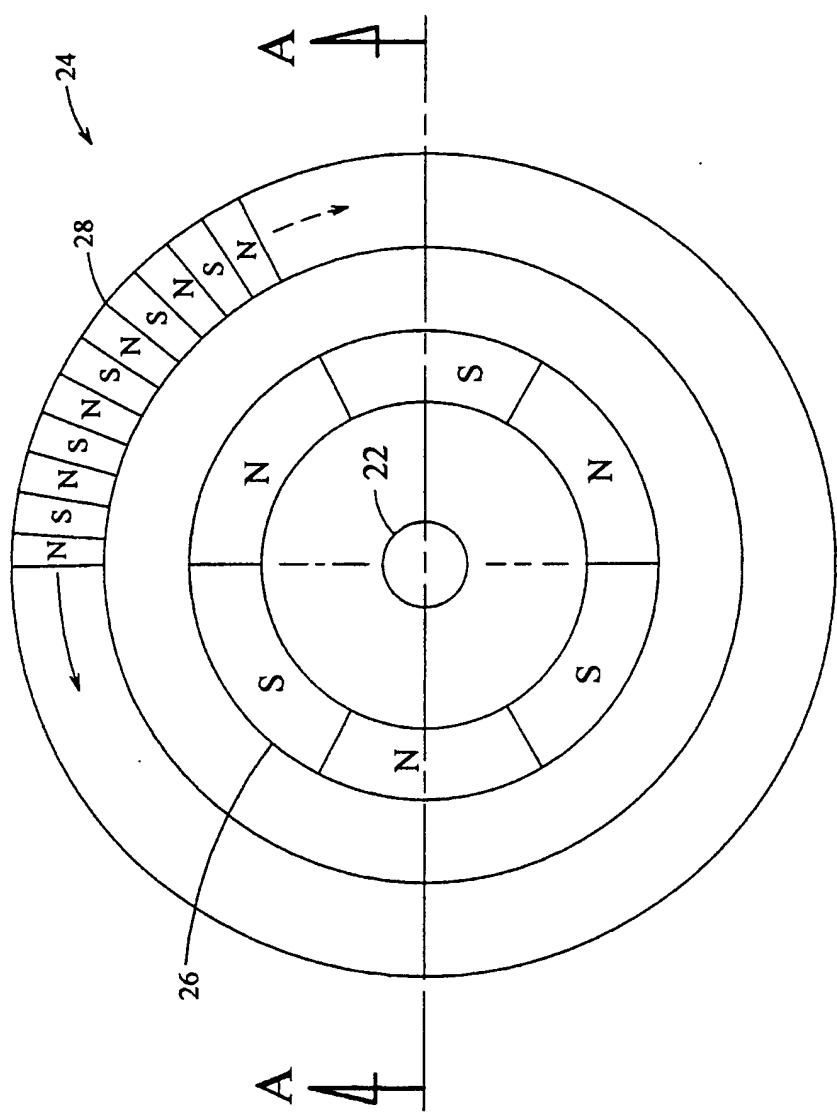
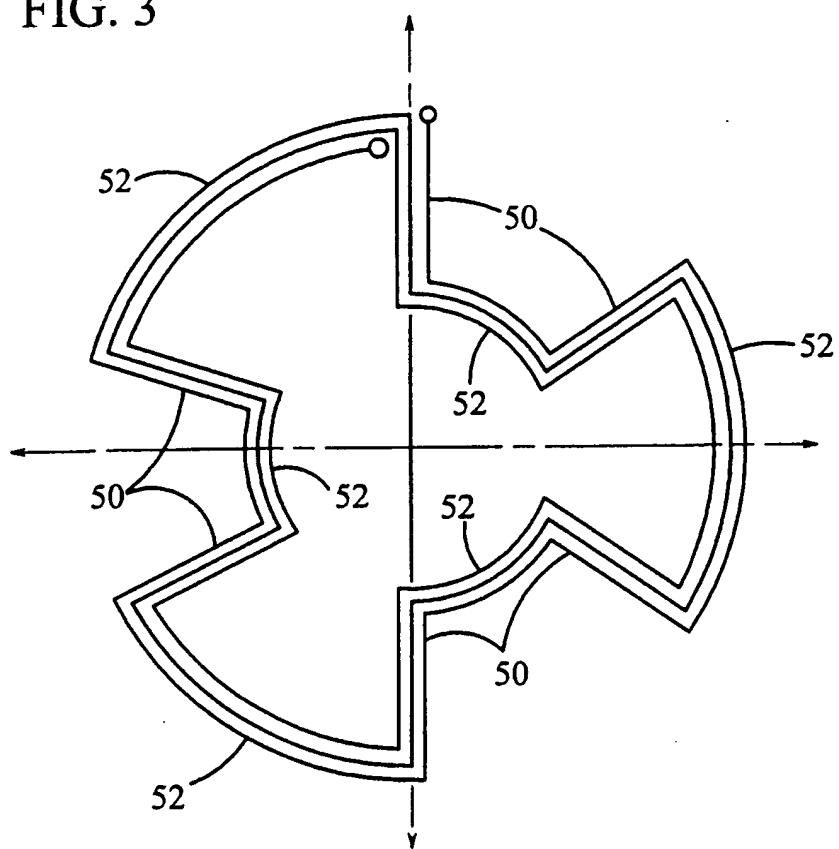


FIG. 3



— CHANNEL 1
— CHANNEL 2
- - - COMPOSITE SIGNAL
— INSTRUMENT TACH

FIG. 4

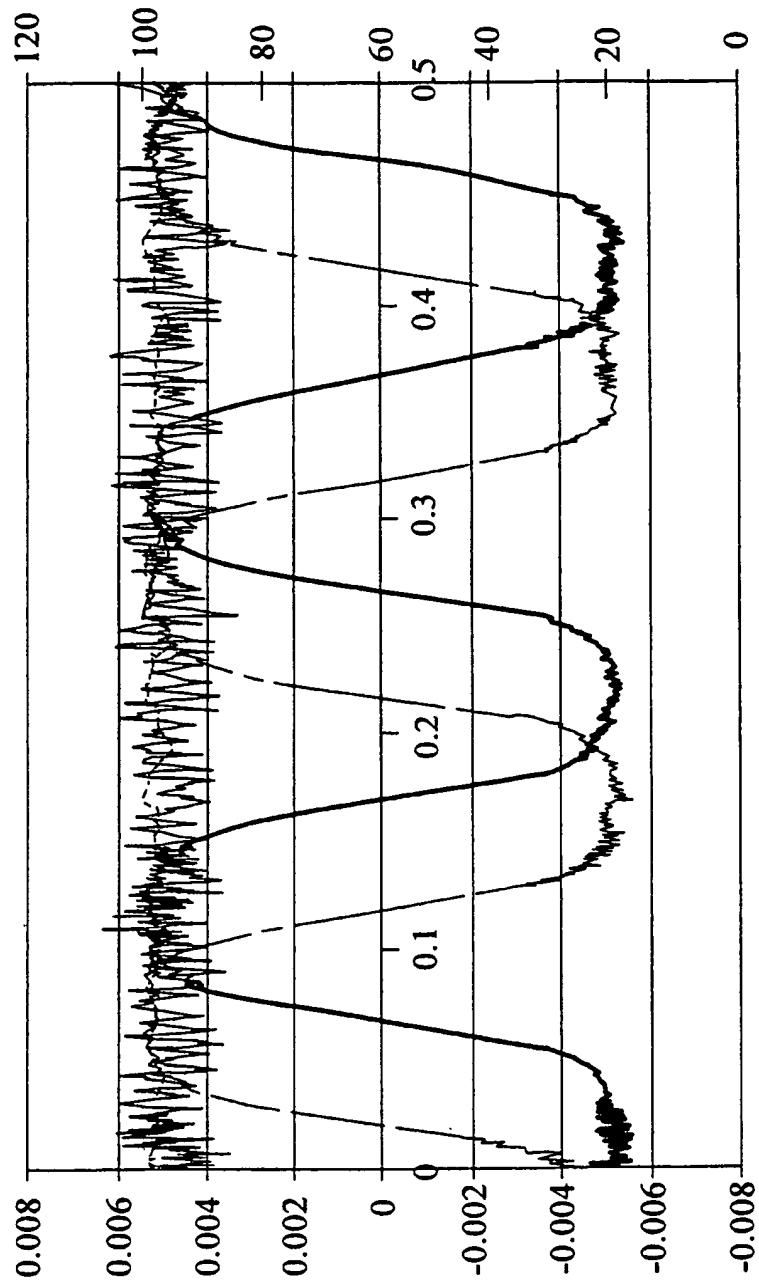


FIG. 5

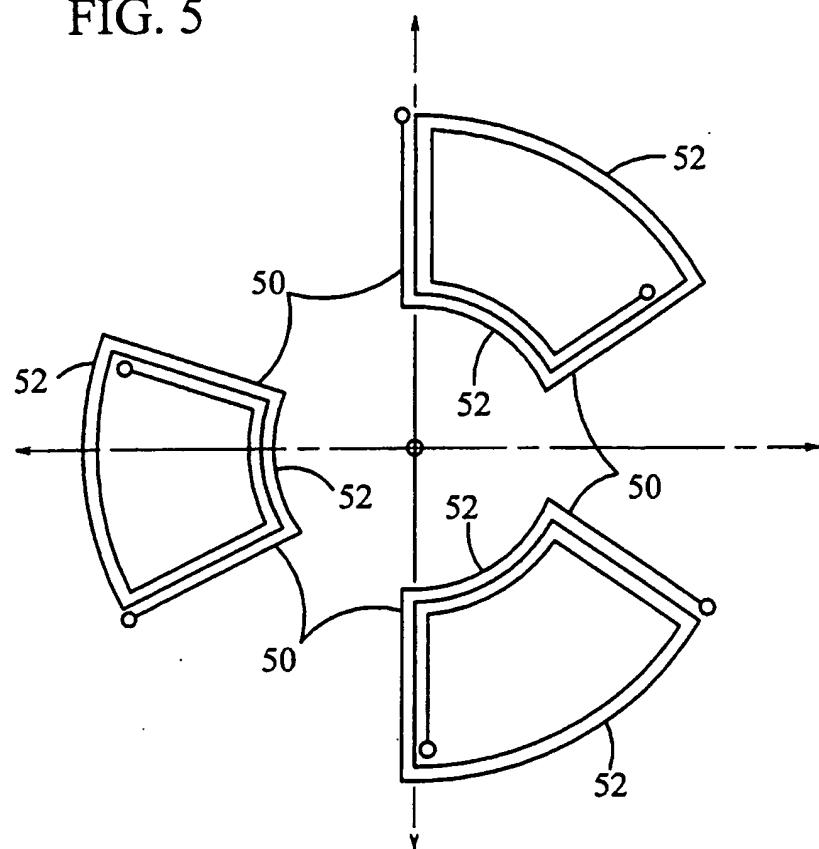
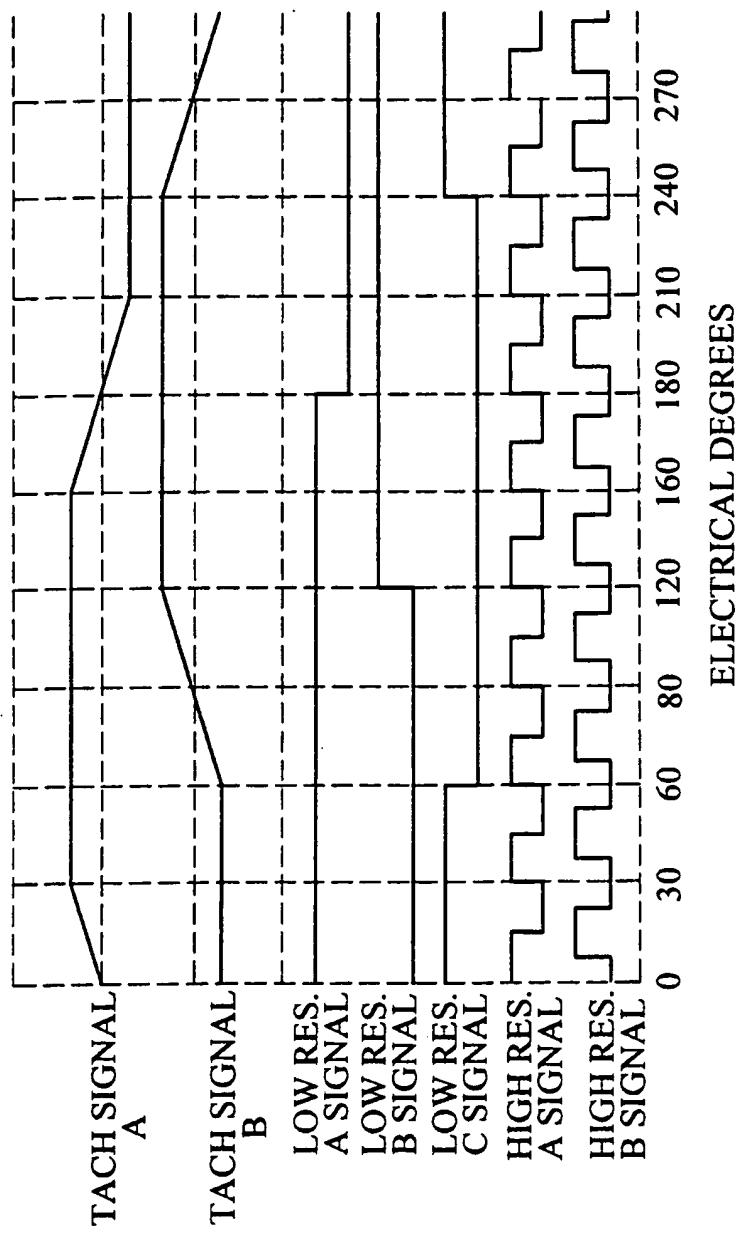
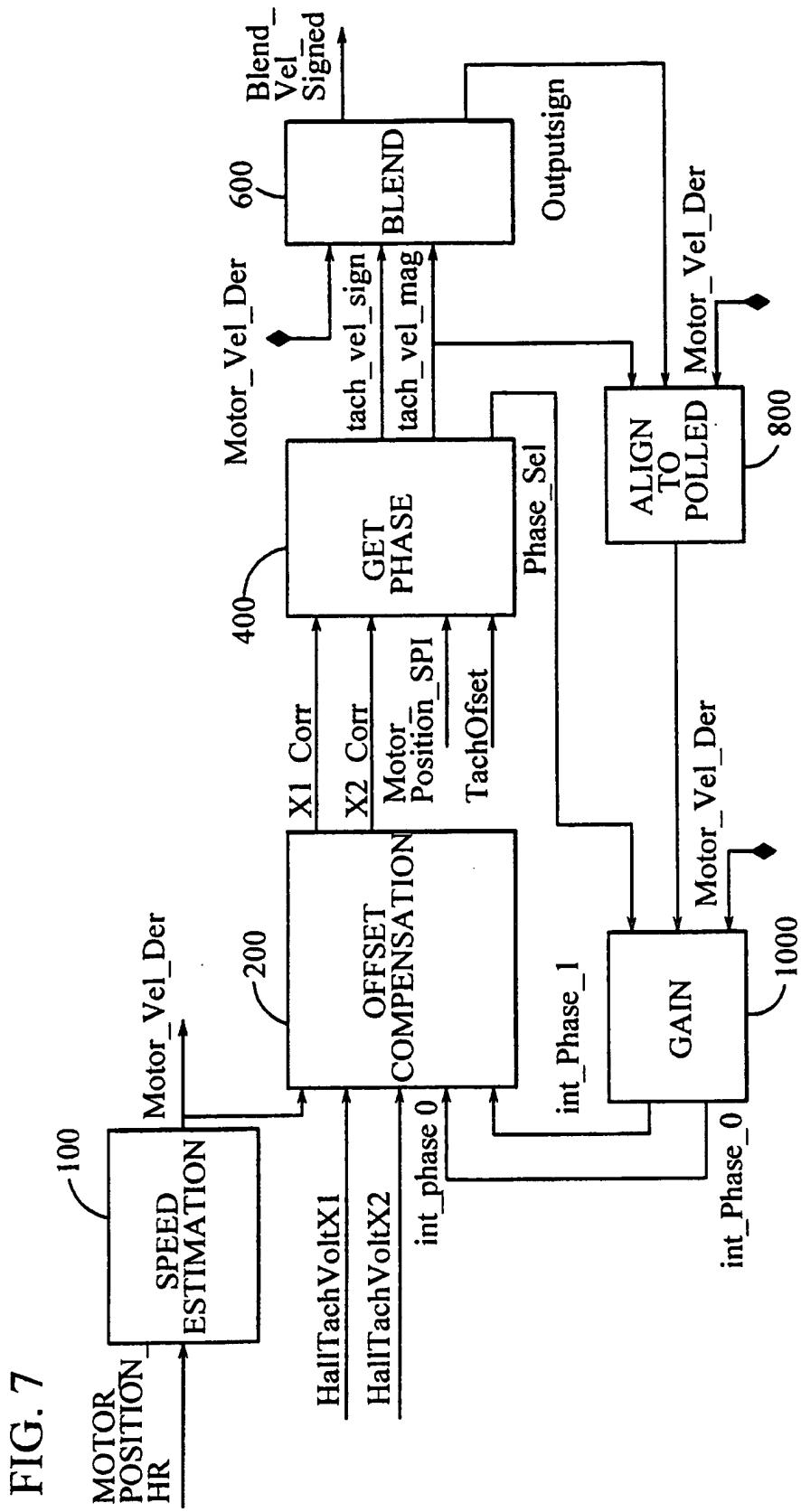


FIG. 6





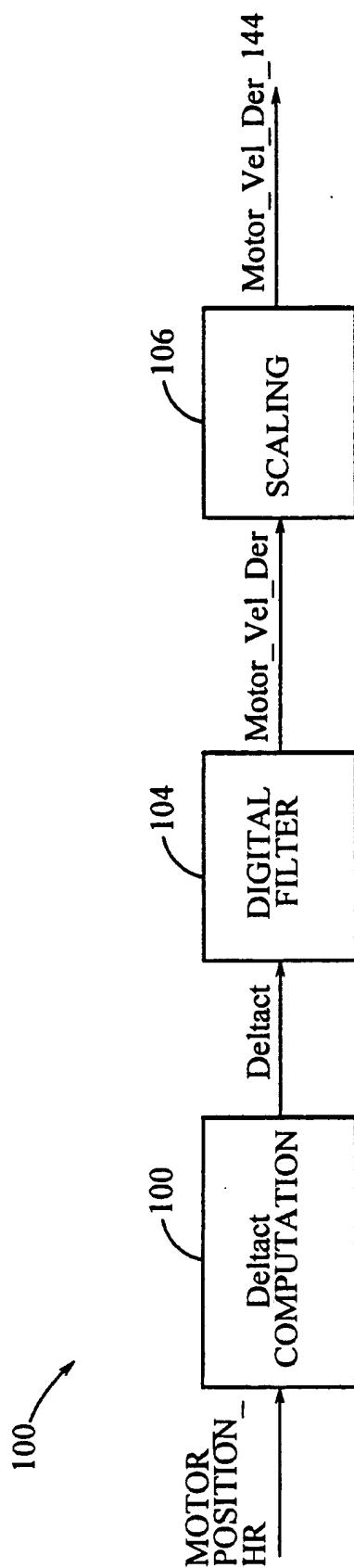
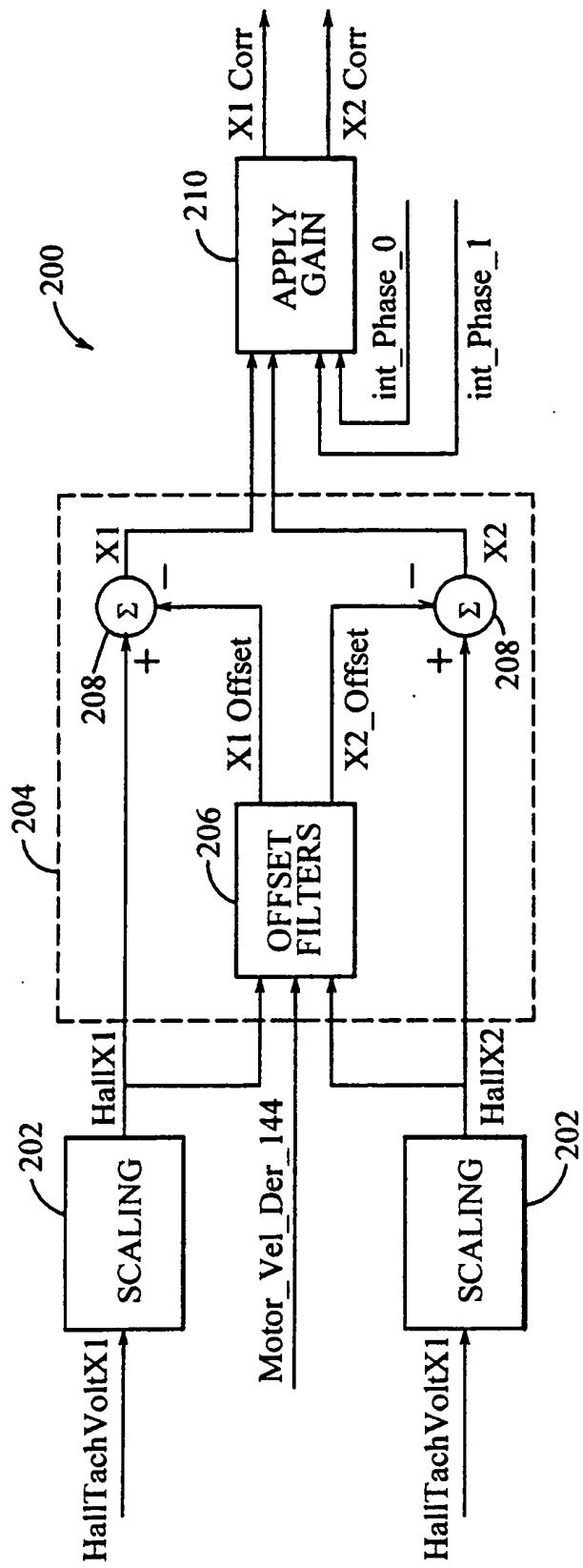


FIG. 8

FIG. 9



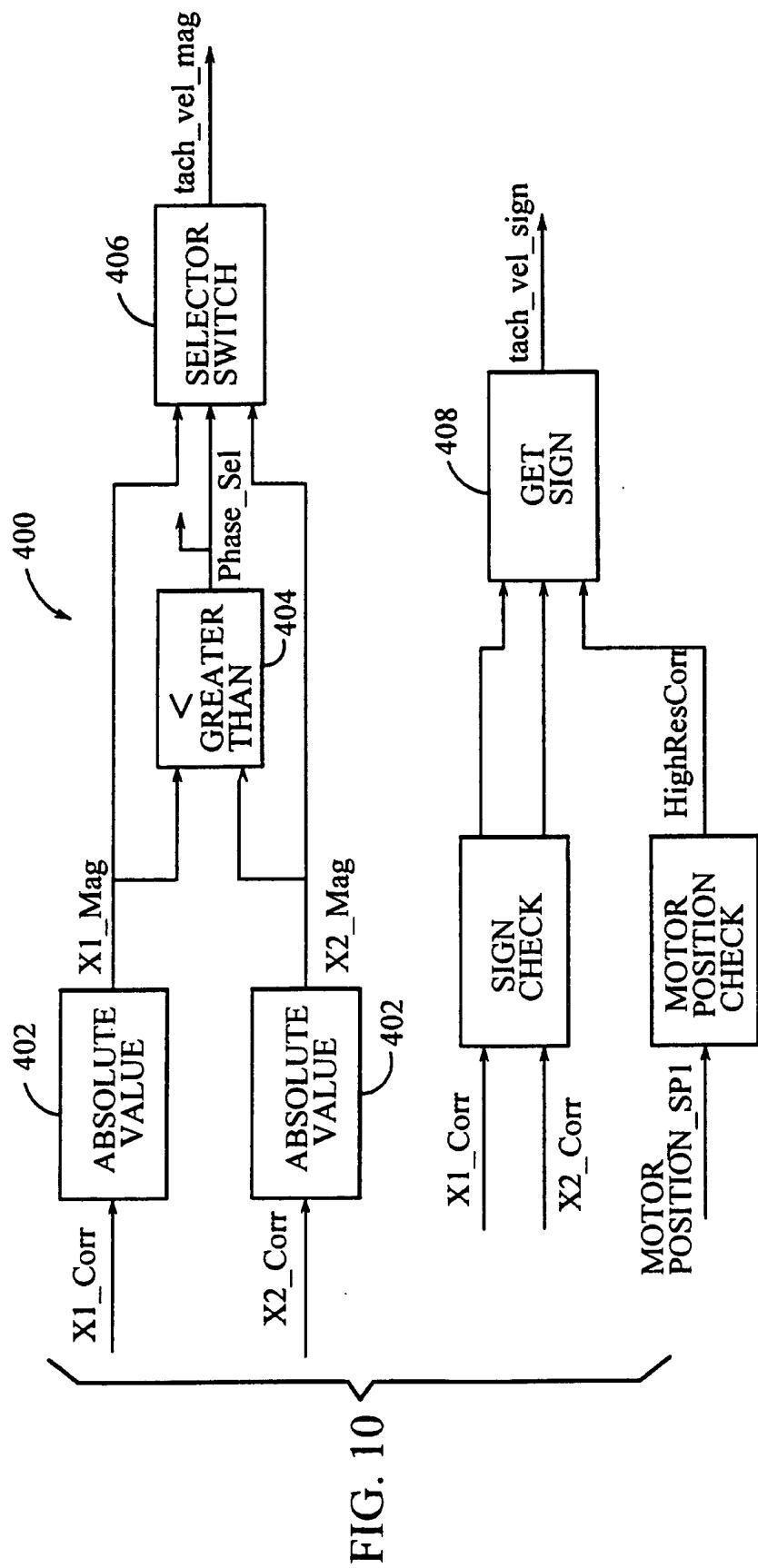


FIG. 11

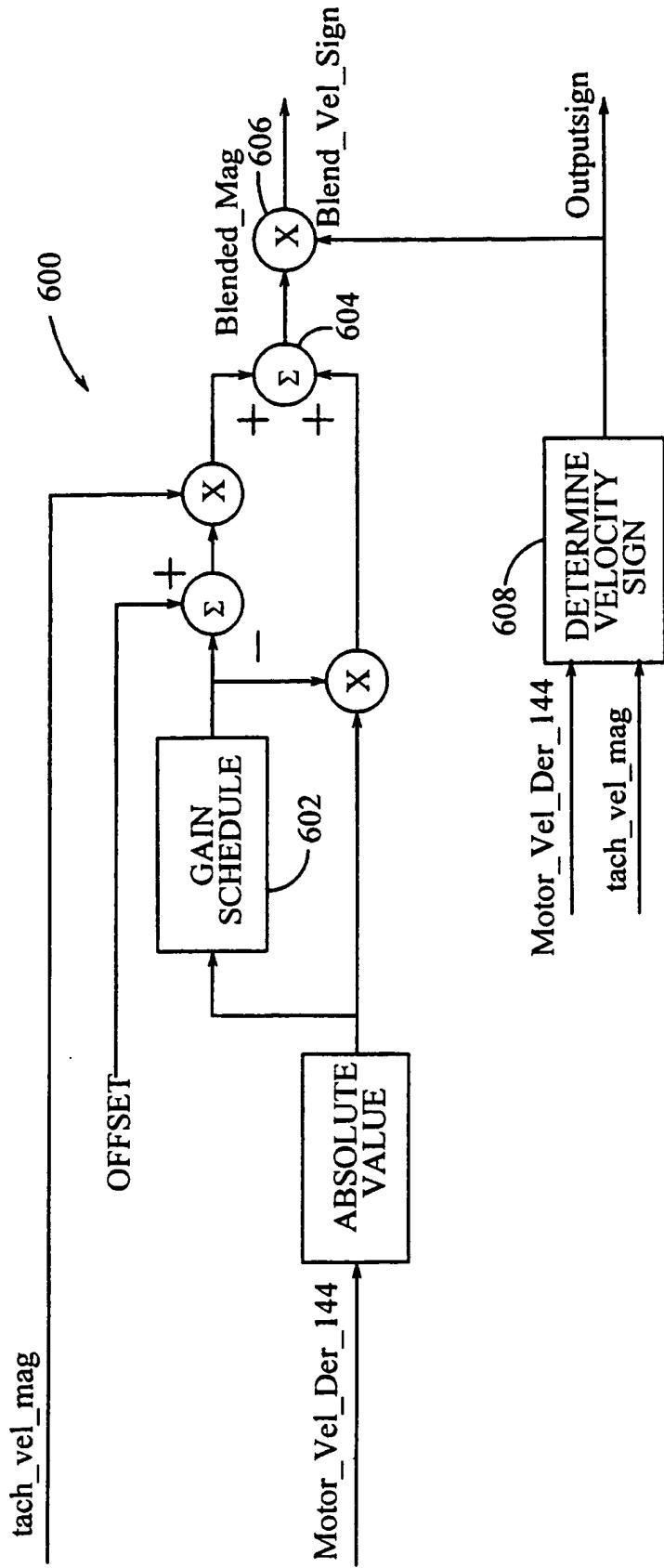


FIG. 12

